



IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

Claims 1-20 (Cancelled).

21. (Currently Amended) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories; and

c) presenting the selected approach category on a display screen, wherein:

each non-precision approach category defines the approach mode or modes that are possible from among a plurality of

approach modes including a plurality of assisted approach modes and a selected approach mode, and

in step b) a first approach category is selected when the following conditions are verified simultaneously in step a):

two flight management computers of the aircraft are functioning correctly;

satellite positioning functions of two multimode landing assistance receivers of the aircraft are functioning correctly;

at least two inertial reference systems of the aircraft, integrating aerodynamic data, are functioning correctly;

at least one assisted approach mode function of at least one of the multimode landing assistance receivers is functioning correctly;

an altitude value of the aircraft has a precision that is greater than a predetermined value;

the integrity and precision of a position value of the aircraft are achieved; and

a position of the aircraft, calculated by at least one of the flight management computers, and a position of the aircraft, received from a satellite positioning system, are consistent, and

if the selected approach category is the first approach category, a pilot may choose any one of the various possible assisted approach modes as the approach mode for landing the aircraft.

22. (Previously Presented) The method of claim 21, wherein the conditions verified in step a) include:

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft; or

verifying the uncertainty of the position value of the aircraft.

23. (Previously Presented) The method of claim 21, wherein step a) further comprises verifying, according to a standard of operation, the correct functioning of an automatic pilot of the aircraft.

24. (Previously Presented) The method of claim 21, wherein the method is performed by a device of the aircraft.

25. (Currently Amended) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories; and

c) presenting the selected approach category on a display screen, wherein:

each non-precision approach category defines the approach mode or modes that are possible from among a plurality of approach modes including a plurality of assisted approach modes and a selected approach mode, and

in step b) a second approach category is selected when the following conditions are verified simultaneously in step a):

at least one flight management computer of the aircraft is functioning correctly;

at least one inertial reference system of the aircraft, which integrates aerodynamic data, is functioning correctly;

at least one assisted approach mode function of a multimode landing assistance receiver of the aircraft is functioning correctly; and

a position value of the aircraft exhibits low uncertainty, and

if the selected approach category is the second approach category, a pilot may choose, as the approach mode for landing the aircraft, any one of the various possible assisted approach modes that comports with consistency between information provided by various systems of the aircraft and navigation data.

26. (Previously Presented) The method of claim 25, wherein the conditions verified in step a) include:

verifying the correct functioning of each of two flight management computers;

verifying the correct functioning of each of two multimode landing assistance receivers;

verifying the correct functioning of a satellite positioning function of each of the two multimode landing assistance receivers;

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft;

verifying the integrity and precision of a position value of the aircraft;

verifying the uncertainty of the position value of the aircraft;

verifying the consistency between a position of the aircraft, calculated by at least one of the flight management computers of the aircraft, and a position of the aircraft received from a satellite positioning system; or

verifying the precision of an altitude value of the aircraft.

27. (Previously Presented) The method of claim 25, wherein step a) further comprises verifying, according to a standard of

operation, the correct functioning of an automatic pilot of the aircraft.

28. (Previously Presented) The method of claim 21, wherein the method is performed by a device of the aircraft.

29. (Currently Amended) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories; and

c) presenting the selected approach category on a display screen, wherein:

each non-precision approach category defines the approach mode or modes that are possible from among a plurality of

approach modes including a plurality of assisted approach modes and a selected approach mode, and

in step b) a third approach category is selected when the following conditions are verified simultaneously in step a):

at least one flight management computer of the aircraft is functioning correctly;

at least one inertial reference system of the aircraft, which integrates aerodynamic data, is functioning correctly;

at least one assisted approach mode function of a multimode landing assistance receiver of the aircraft is functioning correctly; and

a position value of the aircraft exhibits high uncertainty, and

if the selected approach category is the third approach category, a pilot may choose, as the approach mode for landing the aircraft, the selected approach mode or any one of the various possible assisted approach modes that comports with valid guidance information.

30. (Previously Presented) The method of claim 29, wherein the conditions verified in step a) include:

verifying the correct functioning of each of two flight management computers;



verifying the correct functioning of each of two multimode landing assistance receivers;

verifying the correct functioning of a satellite positioning function of each of the two multimode landing assistance receivers;

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft;

verifying the integrity and precision of a position value of the aircraft;

verifying the uncertainty of the position value of the aircraft;

verifying the consistency between a position of the aircraft, calculated by at least one of the flight management computers of the aircraft, and a position of the aircraft received from a satellite positioning system; or

verifying the precision of an altitude value of the aircraft.

31. (Previously Presented) The method of claim 29, wherein step a) further comprises verifying, according to a standard of operation, the correct functioning of an automatic pilot of the aircraft.

32. (Previously Presented) The method of claim 29, wherein the method is performed by a device of the aircraft.

33. (Currently Amended) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories; and

c) presenting the selected approach category on a display screen, wherein:

each non-precision approach category defines the approach mode or modes that are possible from among a plurality of approach modes including a plurality of assisted approach modes and a selected approach mode, and

in step b) a fourth approach category is selected when one of the following conditions A, B, C and D is verified in step a):

A) two flight management computers of the aircraft are not functioning correctly;

B) two multimode landing assistance receivers of the aircraft are not functioning correctly;

C) three inertial reference systems of the aircraft, integrating aerodynamic data, are not functioning correctly; and

D) assisted approach mode functions of the two multimode landing assistance receivers are not functioning correctly, and

if the selected approach category is the fourth approach category, a pilot should choose, as the approach mode for landing the aircraft, only the selected approach mode.

34. (Previously Presented) The method of claim 33, wherein the conditions verified in step a) include:

verifying the correct functioning of each of two flight management computers;

verifying the correct functioning of each of two multimode landing assistance receivers;

verifying the correct functioning of a satellite positioning function of each of the two multimode landing assistance receivers;

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft;

verifying the integrity and precision of a position value of the aircraft;

verifying the uncertainty of the position value of the aircraft;

verifying the consistency between a position of the aircraft, calculated by at least one of the flight management computers of the aircraft, and a position of the aircraft received from a satellite positioning system; or

verifying the precision of an altitude value of the aircraft.

35. (Previously Presented) The method of claim 33, wherein step a) further comprises verifying, according to a standard of operation, the correct functioning of an automatic pilot of the aircraft.

36. (Previously Presented) The method of claim 33, wherein the method is performed by a device of the aircraft.

37. (Previously Presented) A device to assist in the piloting of an aircraft in a non-precision approach during a landing phase, the device comprising:

a means for verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

a means for selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories;

a display means for presenting the selected approach category on a display screen; and

a means for selecting a second approach category when the following conditions are verified simultaneously:

at least one flight management computer of the aircraft is functioning correctly;

at least one inertial reference system of the aircraft, which integrates aerodynamic data, is functioning correctly;

at least one assisted approach mode function of a multimode landing assistance receiver of the aircraft is functioning correctly; and

a position value of the aircraft exhibits low uncertainty, wherein:

each non-precision approach category defines the approach mode or modes that are possible from among a plurality of approach modes including a plurality of assisted approach modes and a selected approach mode.

38. (Previously Presented) The device of claim 37, wherein:

the display screen is a primary screen for piloting the aircraft; and

the display means presents the selected approach category in a zone of the primary piloting screen that is used for the display of an approach category during an instrument approach.